

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentine.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Wilcox.
 "NANNING," 569 " " G. Butchart.

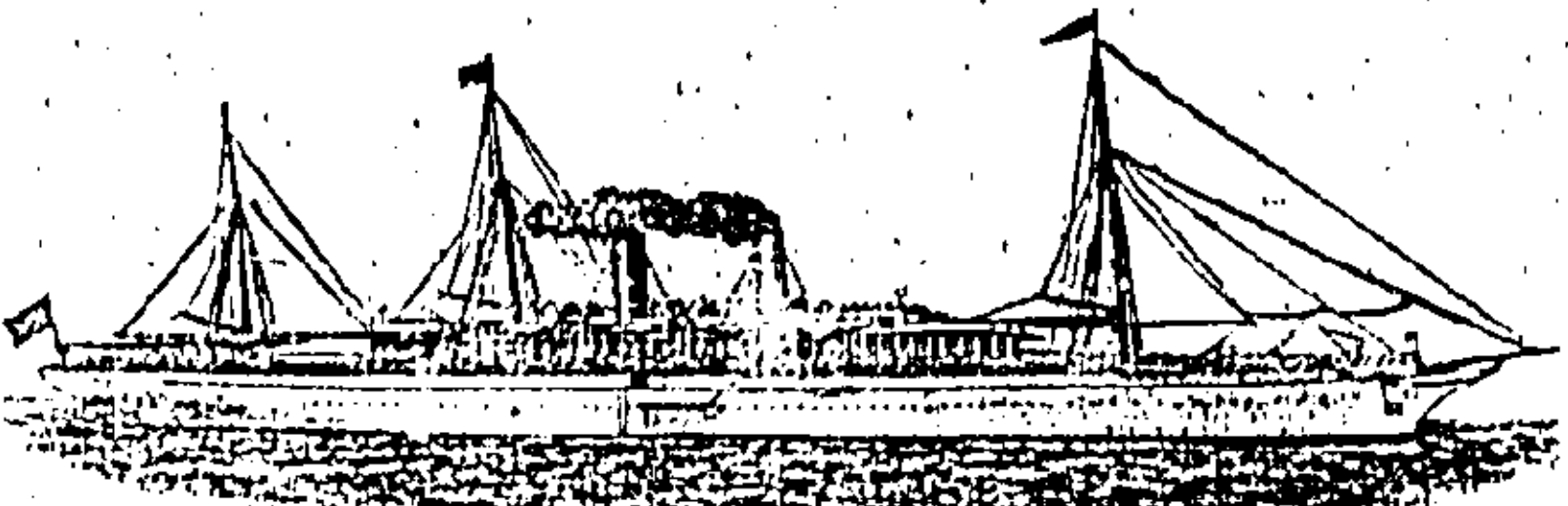
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th February, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.
 12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA".....	6,000	WEDNESDAY, Mar. 28	April 18
"ATHENIAN".....	2,440	WEDNESDAY, April 11	May 5
"EMPRESS OF INDIA".....	6,000	WEDNESDAY, April 18	May 9
"MONTEAGLE".....	5,500	WEDNESDAY, May 2	May 26
"EMPRESS OF JAPAN".....	6,000	WEDNESDAY, May 9	May 30
"TARTAR".....	4,425	WEDNESDAY, May 23	June 16

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent,
 Hongkong, 14th March, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [15]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SILESIA*.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	29th March	Freight and Passengers.
SCANDIA*.....	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	13th April	Freight and Passengers.
SENEGAMBIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	21st April	Freight.
SEGOVIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	5th May	Freight.
C. FERD. LAEISZ.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	16th May	Freight.
VANDALIA.....	NEW YORK. (Calling at S'PORE, PENANG & COLOMBO).	About middle of May	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.
 Hongkong, 24th March, 1906. [15]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG:
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAYERN.....	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 11th April.
PRINZ BITEL FRIEDRICH.....	WEDNESDAY, 25th April.
SACHSEN.....	WEDNESDAY, 9th May.
PRINZ HEINRICH.....	WEDNESDAY, 23rd May.
ROON.....	WEDNESDAY, 6th June.
PREUSSEN.....	WEDNESDAY, 20th June.
ZIETEN.....	WEDNESDAY, 4th July.
GNEISENAU.....	WEDNESDAY, 18th July.
BAYERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ BITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.

ON WEDNESDAY, the 28th day of March, 1906, at Noon, the Steamship BAYERN, Capt. Forster, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 26th instant, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 27th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 27th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ..	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return ..	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ..	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return ..	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ..	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return ..	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON ..	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return ..	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseille instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 3rd April.
PRINZ SIGISMUND	3,302	TUESDAY, 1st May.
WILLEHAD	4,763	TUESDAY, 29th May.

ON TUESDAY, the 3rd April, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	\$18.—	\$18.10	\$14.00	Return \$42.00	\$27.15
TO BRISBANE	\$30.—	\$20.—	\$14.—	Return \$54.—	\$36.—
TO SYDNEY	\$33.—	\$23.—	\$15.—	Return \$59.10	\$41.10
TO MELBOURNE	\$34.10	\$24.10	\$16.—	Return \$62.5	\$44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG ..	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PRINZ BITEL FRIEDRICH...TUESDAY, 27th March.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } SACHSEN.....WEDNESDAY, 11th April.
 YOKOHAMA & KOBE } PRINZ SIGISMUND*.....WEDNESDAY, 11th April.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. S. S. Co., T. K. K. Co. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62. 0. 0.
TO BREMEN	63. 0. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOHRS & CO., AGENTS.

Hongkong, 24th March, 1906. [15]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.3 ft. (Water on blocks, 28.5 ft. Time to pump out, 2 hours).

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates, and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

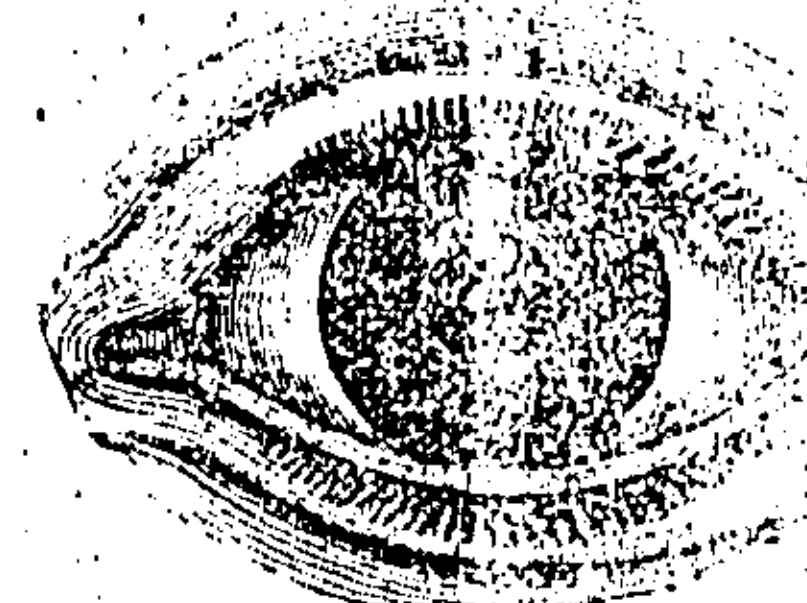
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 373, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
 Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.
 Hongkong, 27th November, 1905. [48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SHANGHAI, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905. [14]

JAVA-CHINA-JAPAN LINE.

REGULAR THREE WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU.....	JAPAN	First half April	JAVA PORTS	First half April
TJILIWONG.....	JAVA	First half April	JAPAN VIA SHANGHAI	First half April
TJIPANAS.....	JAPAN	Second half April	JAVA PORTS	First half May
TJILATJAP.....	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 24th March, 1906. [15]

KWONG SANG & Co.,
 No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies, and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
 Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.
 TRIAL ORDER SOLICITED.
 Hongkong, 1st February, 1906. [180]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
 Hongkong, 15th September, 1905. [65]

FOR SALE.

INCANDESCENT
 GASOLINE
 LAMPS

OF ALL DESCRIPTIONS,
 from the best makers.

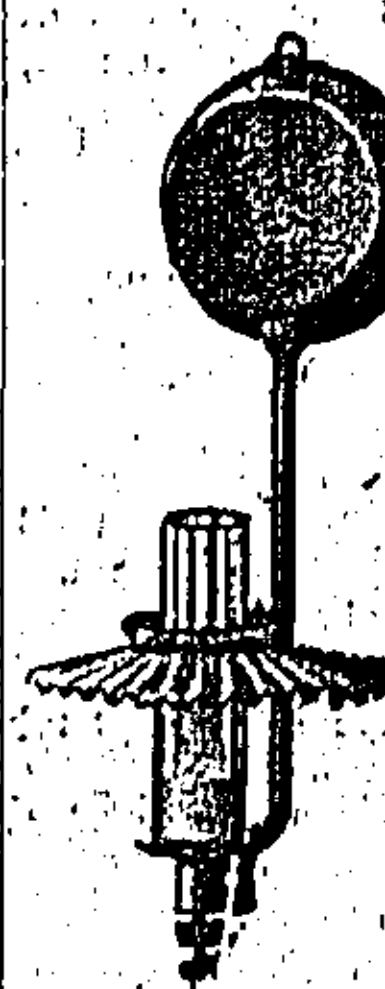
INCANDESCENT
 MANTLES,
 OHIMNEYS,
 GLOBES,
 SHADES, &c.,
 for

GASOLINE and GAS
 LAMPS
 at the most moderate
 prices.

Lamps fixed up for
 Buyers free of charge.

Naphtha of the best
 kind kept in stock.

TAI KWONG CO.,
 56, Lyndhurst Terrace,
 Hongkong, 2nd May, 1904. [59]



Intimation.

WM. POWELL, LTD.,
ALEXANDRA BUILDINGS.
JUST RECEIVED.

DAINTY DRESS FABRICS
for
SPRING & SUMMER GOWNS.

LATEST PRODUCTIONS.

FANCY MUSLINS,
FIGURED MUSLINS,
SPOT MUSLINS,
PRINTED MUSLINS,
CHECK MUSLINS,
25 cts. to \$1.25 per yard.

COLOURED DRESS LINENS,
(all pure Flax)
—Everlasting Wear—

in
PALE BLUE, BUTCHER BLUE, NAVY BLUE, GREEN AND FAWN,
75c. per yard.

PRINTED VOILES AND NAINSOOKS, CRASH

ZEPHYRS, MERGERISED LAWNS, FRENCH DELAINES,

&c., &c., &c.,
AT MODERATE PRICES.

FIRST-CLASS DRESS-MAKING

At very Reasonable Charges.

Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 20th March 1906.

Intimations.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING
OF THE MEMBERS OF THE HONGKONG
General Chamber of Commerce will be held on
WEDNESDAY, the 28th March, 1906, at 4 P.M.,
in the Old Chamber of Commerce Room, City
Hall, for the following purposes, viz:—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1905.
2. To elect a New Committee.
3. To transact any general business.

By Order, **A. R. LOWE,**
Secretary.

Hongkong, 23rd March, 1906. [370]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the Offices of the General Agents, on SATURDAY, the 31st March, at Noon, for the purpose of receiving the Report and Statement of Accounts to 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st March, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 14th March, 1906. [349]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FIFTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held in the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 7th April, 1906, at 11.45 A.M. for the purpose of receiving the Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1906, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 4th, to SATURDAY, 7th April, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 24th March, 1906. [382]

WANTED by a First-class Mercantile House doing a large Import and Export business in Hongkong, China and Japan, a COMPRADORE who must be of good social and commercial standing and able to influence business, and to offer substantial security. Special inducements will be offered to a first rate man who can fulfil the above.

Apply to—**JOHNSON, STOKES & MASTER,**
8, Des Voeux Road Central.

Hongkong, 24th March, 1906. [386]

NOTICE.

IN THE MATTER OF THE ESTATE OF **THOMAS MORTIMER OSULLIVAN,** late of SWATOW, in the EMPIRE OF CHINA, PILOT, Deceased.

NOTICE is hereby given that all CREDITORS of the above Estate to the undersigned before the 26th day of April, 1906, failing which they will not be recognized.

Dated this 24th day of March, 1906.

C. WILLIAMS,
Executor.

[81] c/o Messrs. Butterfield & Swire.

NOTICE.

KOWLOON WATER WORKS.

IT is hereby notified that the WATER SUPPLY to HUNGKONG and HOK UN will probably be interrupted on or about TUESDAY NEXT, the 27th instant, to enable a New Main for the supply of these districts to be connected up.

W. CHATHAM,
Water Authority.

Public Works Department, Hongkong, 24th March, 1906. [385]

A REAL HEALTH FOOD.

"NOTHING BETTER."

MACLAREN'S CREAM CHEESE is a perfect Cheese and a perfect Food. When you know Cheese better, you will eat less meat—when you know MacLaren's Cream Cheese, you will know the "Best Cheese."

See that you get it in air tight tins to preserve its freshness and good flavour.

H. RUTTONJEE,
No. 5, D'Aguiar Street,

and
No. 37, Elgin Road, Kowloon.

Hongkong, 21st March, 1906. [64]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 7th March, 1905. [42]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
at his Sales Rooms, No. 2, Zetland Street,
TO-MORROW,
(TUESDAY), the 27th March,
AND
THURSDAY, the 29th March, at 11 A.M.,
Comprising—
SUNDRY FANCY GOODS, GRAMA-PHONES, COMBINATION CASH-BOXES, BICYCLES, SUIT LENGTHS, LADIES' DUST COATS, &c., &c.
TERMS:—As usual.

F. KIENE,
Auctioneer.

Hongkong, 26th March, 1906. [383]

PUBLIC AUCTION.

THE Undersigned has received instructions from the Official Receiver in Bankruptcy, to sell by
PUBLIC AUCTION,
TO-MORROW,

the 27th March, 1906, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A FINE COLLECTION OF
OLD PEKIN CURIOS,
Comprising—

Kanghi and Yang Ching VASES, BOWLS, WALL PLATES, TEA CUPS, SNUFF BOTTLES, JADESTONE EARRINGS and ORNAMENTS, &c., &c., &c.

Also
A QUANTITY OF BLACKWOOD FURNITURE.

AND
One IRON SAFE, by Verstaen, Paris.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 26th March, 1906. [351]

PUBLIC AUCTION.

THE undersigned has received instructions, from the Registrar, Supreme Court, to sell by
PUBLIC AUCTION,
ON
WEDNESDAY,

the 28th March, 1906, commencing at 2.30 P.M., at No. 4, Seymour Road,

THE GOODS AND CHATELAINS OF
CHAU TUNG SANG,
THE WHOLE OF HIS

VALUABLE HOUSEHOLD FURNITURE,

Comprising—

MARBLE-TOP HATSTAND with GLASS, CUT-GLASS MIRRORS, MOROCCO COVERED DINING ROOM SUITE,

TEAKWOOD OVERMANTELS with GLASS, BOOKCASES, WHATNOTS,

TEAKWOOD EXTENSION DINING TABLES, CHEST-OF-DRAWERS, MARBLE-TOP TABLES, TEA TABLES, Double and Single IRON BEDSTEADS with WIRE

MATTRESSES, &c., &c., &c.

Also
A large quantity of CHINESE BLACKWOOD FURNITURE.

AND ON
FRIDAY,

the 30th March, 1906, at 2.30 P.M., at "Glenside,"

THE GOODS AND CHATELAINS OF
CHAU TUNG SANG,
Comprising—

BUILDERS AND IRONMONGERY, Brass Work of Superior Quality, Comprising—

BARREL, FLUSH and ESPAGNOLETTE BOLTS, CASEMENT STAYS, CABIN HOOKS, HINGES and BOLTS, REIN and MORTISE LOCKS, FINGER PLATES and ELECTRIC BELL PUSHES

and GALVANIZED IRON WORK, comprising—BOLTS, HINGES and BUTTS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 20th March, 1906. [364]

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned has received instructions from J. WHEELEY, Esq., to sell by
PUBLIC AUCTION,
ON
THURSDAY,

the 29th March, 1906, at 2.30 P.M., within his residence, "Edenhall," Lytleton Road,

THE WHOLE OF HIS
VALUABLE HOUSEHOLD FURNITURE.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 22nd March, 1906. [378]

NOTICE.

THE SALE BY AUCTION of **ALMA, BATU KAWAN and PRYE ESTATES** stands postponed to a future date, of which due notice will be given.

KENNEDY & Co., Auctioneers.

A. A. ANTHONY & Co.,
Penang, 16th February, 1906. [376]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS and ART DECORATORS, from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telephone Co., Messrs. A. S. Watson & Co., Ltd. and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) **A. S. WATSON & Co., Ltd.**

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [358]

COMMERCIAL.

FREIGHT.

Messrs. Lanke and Rogge write, on the 24th inst., as follows:—Chartering business during the fortnight has again been limited, but, somehow, as far as the South is concerned, tonnage is no longer so plentiful as it used to be, several more vessels have been fixed homewards including "the" well known coasters *Brunkilde* and *Ellis Nasack*, and another old China coast trader, the *Declina*, has apparently ended a long and useful career by having stranded near Cape Kami, on a voyage from Hongkong to Amoy.

Somewhat there have been inquiries, for which boats, suitable as to size and dates, could not be procured, and tonnage may get scarcer yet through threatened quarantine regulations, as Indo-China and Singapore have declared Hongkong a plague infected port.

Under some demand from Saigon for this port, rates have risen to 15 and lately to 16 cents for medium size, Saigon to Philippines demand for very small size has not been met; a boat of 23,000 piculs obtained, it is believed, slightly better than 31 cents.

Saigon to Java, an inquiry could not be responded to.

Bangkok to this port, there is room for light draft outsiders on "liner's terms," on basis of 30/23 cents, and in this direction Chinese have also been entering the market again and fixed two suitable vessels at 28/21 cents, for inside and outside the bar loading respectively.

Chartering from Java remains conspicuous by its absence, and prospects are at present for nothing being done for Hongkong for a month or two more.

For Pulo Laut-Hongkong requirements, some vessels have been secured at cheap freights that were free in Java after a trip down from Saigon and unable to secure Java sugar freight.

From Hilo to this a boat has been done at 19 cents per picul.

From Newchwang, nothing more appears to have been done in the way of charters whilst the port has so far continued icebound. However, navigation appears just to be about open now as telegrams were received in town yesterday advising that steamers had sailed from Chefoo for Newchwang. The tendency on the part of native charterers, as far as Newchwang-Canton is concerned, is for delaying operations, there is certainly no rush "for boats for earliest possible loading."

Hongkong has had fixtures to Canton at \$5.00 per ton and a charter to Shanghai at \$2.50 per ton. Hongkong freights remain quiet at about \$1.30, with several charters done besides those reported in list of settlements.

Japan-Shanghai freights have further improved; they close probably at about \$1.30 after business at various rates up to \$1.75. For Chinkiang last quotation is \$1.80 per ton.

"On time," no further business has been reported locally.

"In sail freights there is nothing new to advise; there is no dispatching tonnage in port."

Germ. ship *Abart Rickmers* sailed for Bangkok on 16th March.

WHEN ILLNESS HAUNTS YOU

DR. WILLIAMS' PINK PILLS WILL HELP YOU.

For the sake of her suffering sex Miss Amelia Anderson, of 37, Dempster-road, Wandsworth, London, England, has stated for publication how Dr. Williams' Pink Pills have cured her of anemia in its worst form.

"Five years ago," said Miss Anderson, now aged 19, "I began to be anemic. Indigestion and general debility followed anemia, and for five years I suffered indescribably. I was constantly short of breath, and could hardly walk. My cheeks were white and my gums blue, for I was bloodless in the extreme. For over a year I attended hospital. I could go to business only for short intervals. I was afraid to eat, and for long existed on milk. My back grew weak."

"My mother was afraid to let me go out by myself, for I had to hold on to somebody when I walked. A doctor said I had hardly any blood in my body. I went to two hospitals, where I was told I was in the first stage of consumption. Then, when I was tired of trying different medicines, a friend suggested Dr. Williams' Pink Pills. I took them, and very shortly I could eat without pain, and I began to regain my breath. Gradually I grew stronger, until I could walk well. From then I mended rapidly, until, after only a few bottles of Dr. Williams' Pink Pills, I was perfectly cured."

When the vital organs become weakened through anemia, they can be restored to healthy activity only by an increased supply of rich, pure blood. Dr. Williams' Pink Pills feed the starved veins with good, red blood, besides fortifying the nerves. They are good for both men and women, and have cured thousands of cases of Anemia, Indigestion, Bile, Palpitations, Eczema, Consumption, Rheumatism, Sciatica, St. Vitus' Dance, Paralysis, Locomotor Ataxia; invaluable also for Ladies' ailments. Ask for the genuine pills, labelled "Dr. Williams' Pink Pills for Pale People."

Obtainable of medicine dealers throughout the world, but if in doubt, send 2s. 6d. for one bottle, or 13s. 6d. for six, to Dr. Williams' Medicine Co., Hallowell, Me., U.S.A.

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TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**
Hongkong, 17th March, 1906. [363]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING, on PRAYA EAST.

A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**
Hongkong, 28th February, 1906. [72]

TO LET.

NO. 15, KNOTSFORD TERRACE, KOWLOON.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**
Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 1, NEW PRAYA, Kennedy Town.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**
Hongkong, 27th June, 1906. [73]

TO LET.

NO. 2, ANTRIM VILLAS, Des Voeux Road, Kowloon. A Five-Roomed House.

Apply to—**HUGHES & HOUGH,**
8, Des Voeux Road.
Hongkong, 10th March, 1906. [339]

OFFICES TO LET.

OFFICES on the Second Floor of No. 1, QUEEN'S BUILDINGS, facing the Praya and the Queen's Statue, lately vacated by the Union Insurance Society of Canton, Limited, to whom please apply for particulars.

Hongkong, 6th March, 1906. [316]

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—**JARDINE, MATHESON & Co.,**
Hongkong, 25th January, 1906. [147]

TO LET.

NO. 5, SEYMOUR TERRACE. Five-roomed House. Moderate Rental.

Apply to—**WONG KAM FUK,**
Hongkong and Kowloon Wharf and Godown Co.
Hongkong, 9th March, 1906. [332]

Hotels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—**MANAGER.**

Hongkong, 4th December, 1905. [30]

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904. [78]

ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL, situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE and LOFTY ROOMS, Elegantly Furnished.

EXCELLENT CUISINE.

WINE and SPIRITS of the best quality.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL
DISINFECTANT,
GERMICIDE
DEODORISER
CHEAP
HARMLESS
EFFECTIVE

A. S. WATSON & CO.,

LIMITED.

ALEXANDRA BUILDINGS,

Hongkong, 3rd March, 1906.

BASS & Co.'s

PALE ALE.

Bottled by

STONE & SONS, London.

STORK BRAND.

Per One dozen quarts

\$4.00.

Per One dozen pints

\$2.40.

GREGOR & CO.,

10, QUEEN'S ROAD CENTRAL.

Hongkong, 23rd March, 1906.

NOTICE.
All communications for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Ho Lee Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.
On the 17th March, at Shanghai, to Mr. and Mrs. JOSEPH WHITESIDE, a daughter.
On the 18th March, at Shanghai, to Dr. and Mrs. CORMACK, a son.
On the 19th March, at Shanghai, the wife of P. L. RABURN, of a son.
On the 20th March, at Shanghai, the wife of R. S. KERNANI, of a son.
On the 20th March, at Shanghai, to Mr. and Mrs. WILKOMM, a son.

DEATH.
On the 6th February, at Dunstable, Beds MARY ANN, the wife of John Lowrie, late of Shanghai, aged 43 years.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 26, 1906.

SINGAPORE SCHEMES.

Time and again the question of providing suitable wharf accommodation for vessels calling at Singapore has been under consideration by the Government of that Colony, but it has been left to the present Governor of the Straits Settlements, Sir John Anderson, to carry the scheme through the first stages of the negotiations and to induce the Legislative Council to adopt the tender of Sir John Jackson, Limited. From an official point of view the success of the Government may be entirely satisfactory, but those who have business interests in the southern Colony will regard the adoption of a harbour scheme—which has not been shown, in our opinion, to be either adequate, if the works are meant to meet the requirements of the port for any considerable term of years, or suitable for a port which in the near future will in all probability have an increased coasting trade—with considerable doubt, if not trepidation. The schemes which have been submitted from time to time for the improvement of the harbour facilities at Singapore have been varied and even wonderful; the scheme now adopted is the smaller of two propositions framed by a well-known firm of London engineers, Messrs. Coode, Son and Matthews. Unfortunately that firm's plans have not invariably fulfilled the object which they were intended to produce, but that is a detail at present. The adopted tender indicates that the total cost will be something like £1,250,000, and there is a possibility that that amount may be exceeded. Although the Tanjong Pagar Dock Board is not in law, perhaps, a Government concern, it is to all intents and purposes run by Government officials for the benefit of the Straits Settlements, which means that in the last resort the people will be held responsible for any liabilities that may be incurred. In any event, whatever money is required for the extension of the docks has mainly to be found in the Straits. The sum of £1,500,000 is to be expended on improving Tanjong Pagar Docks. Then there is the suggestion that the Singapore River should be deepened and improved at a cost of £500,000. Undoubtedly Singapore River must be improved if trade is to be fostered in the direction of the native bazaar and if demurrage charges are to be reduced. So that Singapore is virtually committed to an expenditure, within the next ten years, of £3,250,000. Now what are the advantages which will be derived from the disbursement of this enormous amount?—enormous for a Colony of the size of Singapore. The scheme as submitted to the Legislative Council provided for a depth of water at the wharves of 18 to 20 feet; from our Singapore correspondent's telegram on Saturday it would seem that the depth of water is to be 24 feet, implying an additional expenditure. If that presumption be correct there is less to cavil at, for the larger coasting vessels will be able to lie alongside and discharge cargo, without requiring the help of lighters. But if the original proposal is adhered to, the congestion of the River will continue, and the cost of lighterage will be enhanced, on account of the greater distance to be traversed between the cargo boats and the River. It is all very well to say that there will be no dues charged other than those which are levied at present, but there will be the hire for wharf accommodation, which will form a by no means infinitesimal item in the case of coasting ships. The Government hope to reclaim, as a consequence of this scheme, a tract of land estimated at 88 acres. That area would, we gather, be utilised for the erection of godowns and other buildings, but as one unofficial member pointed out the reclama-

tion could not be constructed and built upon for ten years at least, and much may happen in that period. His Excellency Sir John Anderson animadverted on the fact that Singapore had been deliberating for years and had done nothing; that there were other ports in the vicinity which were rapidly becoming the rivals of Singapore; and that the Southern Settlement was in a financial position, which warranted the adoption of the harbour scheme and the tender then before the Council. He also expressed the belief that trade was growing rapidly. It is curious that all these assertions were regarded with much scepticism by the unofficial members. The unfortunate part of the scheme is that it does not make for finality. It may proceed by endless devices and additions to become a permanent institution of the Colony, involving a huge and continuous expenditure. Singapore's trade may not be stationary but it is not likely to expand by leaps and bounds calculated to warrant the adoption of harbour improvements in excess of almost any port in the East, at a cost which might almost be regarded as prohibitive even by a Colony in a far better financial position than that Settlement. It is not as if Singapore were confining her attention to the one scheme; there are half a dozen schemes proceeding simultaneously. From the official point of view this may be considered the height of statesmanship, but officials are not permanent residents, nor do they look at such affairs with the eyes of the merchant. And there does not seem to be anybody outside Government circles who is satisfied that the scheme now adopted is the best, that could have been framed. To the outsider it does seem as if a proposition involving a smaller expenditure and more definite in its scope—even had it only been confined to the widening and deepening of the Singapore River, so that the congestion of boats might be obviated—would have met the requirements of the port and commended itself to those who regard with anxiety the feverish haste with which improvements of a sort are being carried out in the harbour works. The plans, however, have been adopted and the Colony stands committed to another expensive scheme, the value of which is an uncertain quantity. It would almost appear as if Singapore, glorying in an exchequer against which there are no liabilities, had entered upon a career of extravagance, half-hidden under the specious excuse of necessity. Certainly the business men of that Colony regard the situation with anything but confidence, and few outside the Colony share the unbounded optimism of the Government officials, so far as greatly increased trade in the immediate future is concerned. At all events the expenditure of three and a half million pounds sterling seems an extraordinary sum in respect of problematical returns.

LOCAL AND GENERAL.

THE hawk who was remanded on Saturday for punching a Chinese policeman's nose and biting his fingers, was this morning fined \$25 by Mr. F. A. Hazeland, at the Police Court.

FOUR of the culprits who killed the British missionaries at Nanchang have been arrested and will be dealt with after the arrival of Tao tai Liang Tung-yuen, who is a delegate specially sent there by Viceroy Yuan Shih-kai.

R. EMMER, fireman U.S.S. *Baltimore*, and S. O'Donnell, of U.S.S. *Harry*, were charged at the Magistrate's Court today with behaving in a disorderly manner in the public street early this morning. Mr. F. A. Hazeland fined them \$5 each.

THE C.N. steamer *Nanchang*, which arrived at Shanghai, from Ningpo, on the 16th inst., reported sighting and passing a large steamer (apparently French) ashore on the Middle Ground Bank, outside Kiaoan Lightship at 1 a.m. on the 16th inst.

THE coolie who was charged and remanded by Mr. C. A. D. Melbourne on Saturday last for being in possession of a quantity of zinc, alleged to have been purchased from a houseboy at the Peak, was this morning fined \$10, with the alternative of fourteen days' hard labour.

WILLIAM RAFLAM, unemployed, said to be residing at St. Patrick's Club, appeared before Mr. F. A. Hazeland this morning, charged with behaving in a disorderly manner in Douglas Street, and assaulting a district watchman on Saturday night. Accused admitted the charges and had to pay a fine of \$4.

HENRI DUMONT, a French soldier, alleged to have deserted his regiment at Tonkin, was charged before Mr. F. A. Hazeland at the Police Court this morning, with being a vagrant and having no visible means of subsistence. His Worship ordered the defendant to the House of Detention, pending instructions as to the defendant's return to Tonkin, by the French Consul.

A COOLIE employed in the Vacuum Oil Company was charged at the instance of Inspector Gourlay, at the Police Court this morning, with being in possession of a clock, the property of the Company. Defendant said he bought the clock from a friend, but was unable to give the whereabouts of his friend. Mr. Hazeland fined him \$50, and, in lieu of \$1, to be exposed in stocks for six hours.

RANGOON is infested with fortune-tellers playing their traffic in the streets.

THE sum of £104,000 per annum is paid by the country in salaries and fees for the service of Cabinet Ministers and subordinate members of the Administration.

THERE are now three nonagenarians in the House of Lords, viz., Lord Gwydyr, who is ninety; Lord Field, ninety-two; and the Earl of Cranbrook, ninety-one.

THE s.s. *Marva*, the steamer which, it will be remembered, was chartered by the B. I. Company during the last famine, is loading 6,000 tons of rice at Rangoon for Bombay, and the s.s. *Fulham* 6,000 tons for Japan.

THE *Straits Times* hears that a tiger has been seen in the vicinity of Thompson Road, Singapore. About a week ago a Chinaman reported to the police that one of his pigs had been taken by a tiger, which also "chivvied" his dogs.

OWING to the severe famine in Japan, the *Rangoon Times* says abnormal shipments to that country are expected this year, and several outside vessels have been chartered, and will be coming into Rangoon this month to load for Japan.

THE damage done by the earthquake in Formosa is greater than it was previously reported to be. It cannot yet be estimated, owing to the interruption of telegraphs and telephones. The railway was temporarily suspended but has been restored. The authorities are working in outside offices.

THE Governor of Chikang having communicated to H. M. Consul that the railway between Soochow, Hangchow, and Ningpo is to be built by Chinese capital, and the temporary agreement made with British capitalists is to be cancelled, the British Minister has entered a strong protest and declared that the previous agreement cannot be cancelled.

THE German Minister has warned the Waiwupu that China must take steps to prevent missionary troubles which appear likely to break out in Szechuan and Fukien provinces; otherwise the evacuation of northern China proposed by Germany will not be possible, as the Powers will turn such troubles to account and refuse to withdraw their troops.

GEORGE Elston, fireman, U.S.S. *Baltimore*, came ashore on Saturday afternoon, and engaged a ricksha. He drove to a saloon near the Central Market, and when asked for payment by the coolie, knocked the Chinaman down. Indian policeman 578 gave chase. A scuffle followed and Elston "downed" the policeman. At the Police Court this morning, Elston denied assaulting the policeman, but remarked: "I knocked his 'hat' off, but I did not strike him." Mr. Hazeland fined him \$5.

SINCE the 12th inst., there has been no meeting between the Russian and Chinese plenipotentiaries as the health of Mr. Pokotiloff does not improve. It is stated that at the last meeting Russia withdrew her claim for an indemnity for the loss of warships in the China neutral zone during the Russo-Japanese war, and that China similarly withdrew her claim for the recovery of customs duties collected by Russia at Newchwang, as these points tended to delay the conclusion of the Russo-Chinese negotiations.—N.C.D. News.

THE further hearing of the case in which four men were charged with having, on 8th March, unlawfully and maliciously set fire to house No. 147, Wing Lok Street, with intent thereby to defraud Messrs. Butterfield & Swire, agents for the London and Lancashire and Royal Exchange Insurance Companies, of \$10,000; and Messrs. Shewan, Tomes and Company, agents for the North British Mercantile Insurance Company of \$6,000, was continued at the Magistrate's Court this afternoon. After further evidence was called the case was adjourned.

FUNG Yau, a coolie, was arrested on Sunday morning by a Chinese constable in Hollywood Road, near the Central Police Station, with removing clothing from verandahs by means of a bamboo pole. When arrested Fung had three jackets under his arm. At the Magistrate's Court this morning Fung's excuse was: "The wind blew the clothing down, so I picked it up." The charge was proved, and Fung was sentenced to be exposed in the stocks for six hours, with hard labour.

So few mail steamers visit St. Kilda that the inhabitants of the place frequently trust messages to the sea. The letters are packed in a tin can with cotton-wool covered with tarred canvas, and sewn with twine. An inflated sheepskin bag keeps the tin afloat, and a piece of wood bears the mark, "St. Kilda Mail; please open." One packet recently was made up of a Van Houten's cocoa tin containing two letters and eight postcards, with a shilling for postage. It took the packet sixty-two days to drift from St. Kilda to the Shetland coast, and it was duly forwarded on its arrival.

WITH two previous convictions against his character, and the police strongly of opinion that he had already been banished, Wong Ching faced Mr. C. A. D. Melbourne, at the Police Court this morning on a charge of being a rogue and vagabond. Wong was arrested after very nearly being rendered unconscious. Early this morning Wong made a futile, and painful, attempt to enter a house—No. 218 Hollywood Road. He climbed up the waterspout at the side of the building and when midway to his destination, the spout collapsed, and Wong and the spout fell to the ground. A policeman who heard the noise saw the destruction Wong had wrought, and arrested him. Wong admitted the charge, and said that, including this occasion, he had four previous convictions. His Worship sentenced him to fourteen days' hard labour and four hours' stocks.

HONGKONG SCHOOLS SPORTS.

The Hongkong Schools Sports took place today at Happy Valley. There was a fairly large attendance of competitors and spectators. The weather cleared towards afternoon, but the turf was, in consequence of the recent drizzling rain, somewhat slippery.

The following were the patrons and office bearers:—H.E. the Governor, H.E. Major-General Villiers Hatton, C.B., Bishop Hoare, Bishop Pozzoni, the Hon. Mr. T. Sercombe Smith, Sir H. S. Berkeley, Sir C. P. Chater, Dr. G. H. Bateson-Wright, Conselheiro A. G. Rumano, Consul-General for Portugal, Mr. M. Noma, Consul for Japan, Lt.-Col. Kent, R.N., Lt.-Col. Aitken, Lt.-Col. Price, D.S.O., Lt.-Col. Fitton, D.S.O., Mr. E. H. Sharp, K.C., Clerks of the Course:—Messrs. H. S. Hall, A. O. Brown, and A. H. Crook.

Stewards:—Messrs. T. K. Dealy, B. James, and H. Sykes.

Judges:—Messrs. R. J. Birbeck, Rev. Bro. Stephen, W. H. Williams, and P. L. Brown. Handicappers:—Messrs. H. Sykes and B. Tait.

Official Timekeepers:—Mr. W. Carwen and Rev. Bro. Cyprian.

Following are the results:—

1.—LONG JUMP.—For boys up to 16 years of age. Three prizes.
P. Elizaaga 1
A. M. Suffad 2
Y. Abbas 3
Distance, 15 ft.
2.—100 YARDS FLAT RACE.—(Handicap), for boys from 10 to 13 years of age. Three prizes.
J. Castro 1
Ng Yat Ting 2
C. Loureiro 3
3.—100 YARDS FLAT RACE.—(Handicap), for boys from 13 to 16 years of age. Three prizes.
A. M. Suffad 1
P. Elizaaga 2
Y. Abbas 3
4.—120 YARDS FLAT RACE.—(Handicap), for boys from 7 to 10 years of age. Three prizes.
J. Castro 1
A. Castro 2
A. Azevedo 3
5.—ONE MILE BICYCLE RACE.—(Handicap). Open. Three prizes.
A. R. Ellis 1
George Lee 2
A. Ellis 3
Other entrants:—G. O'Kelly, J. L. Golden-lung, John Mercer (5 years old), and M. Luchico.

6.—HIGH JUMP.—Boys (15-18). Two prizes.
A. M. Suffad, 4 ft. 4 in 1
H. Anderson 2
A. R. Ellis 3
After he had won, Suffad jumped two inches higher, but failed at 4 ft. 7 in.

7.—220 YARDS FLAT RACE.—(Handicap). Open. Three prizes.
A. R. Suffad 1
A. G. Suffad 2
J. Castro 3

8.—120 YARDS HURDLE RACE.—(Handicap) to flights of 3 ft. 6 in. hurdles (13-17). Three prizes.
A. R. Ellis 1
P. Elizaaga 2
Hung Lu Chi 3

9.—HIGH JUMP.—(10-15). Two prizes.
P. Elizaaga, 4 ft. 6 in. 1
W. Jenkins 2
F. Macarandam 3
J. Jenkins' jumping was pretty done.

10.—100 YARDS FLAT RACE.—(Handicap). Girls under 10. Two prizes.
G. Tatam 1
Rose Ablong 2
M. Mooney 3

11.—100 YARDS FLAT RACE.—(Handicap). Girls over 10. Three prizes.
Agnes Lee 1
Mabel Long 2
Jessie Stokes 3

12.—QUARTER-MILE.—(Handicap). Open. Three prizes.
A. G. Suffad 1
F. Macarandam 2
Y. Abbas 3

13.—THROWING THE CRICKET BALL.—Open. Three prizes.
F. Macarandam 1
Hung Lu Chi 2
H. Anderson 3
Distance: 82 yards.

14.—HALF-MILE CHALLENGE CUP.—(14-18). Three prizes.
This race was one that proved of some interest. It is an event which is keenly competed for by each school. It was won last year for Queen's College, by A. M. Suffad. The same lad won it again this year.

A. M. Suffad 1
H. Anderson 2
A. R. Ellis 3

15.—SKIPPING RACE.—Girls. Three prizes.
M. Long 1
G. Tatam 2
M. Mooney 3

16.—50 YARDS FLAT RACE.—All comers under 7. No entry form or fee required. Two prizes.
May Mercer 1
Jessie Stokes 2

17.—300 YARDS FLAT RACE.—Chinese boys over 14. Two prizes.
W. Wong 1
Hung Lu Kwong 2
Hung Lu Chi 3

18.—600 YARDS FLAT RACE.—(Handicap). Open. Three prizes.
A. M. Suffad 1
A. G. Suffad 2
H. Anderson 3

CHINA UNITED SERVICES.

THE RIFLE CHAMPIONSHIP.
Yesterday the above association's meeting for the rifle championship was won by Capt. J. D'Oyly, 19th Infantry, with a score of 127 points.

The next best aggregates were:—Sergt. R. Lapsley, H. K. V. Corps, 119; Sergt. Maj. C. Mitchell, and R. W. Kent Rgt., 117; Lance Corp. Williams, 2nd R. W. Kent Rgt., 115. 60 yards. 1. C. E. H. Beavis Hk. Vol. Res. Association, 32; 2. Asst. Supt. of Police P. P. J. Wodehouse, 33; 3. Lieut. Capt. Williams, 2nd R. W. K., 31; 4. Capt. J. D'Oyly, 19th Rgt., 31; 5. Supt. A. Coyle, R. E. 31. 800 yards. 1. Capt. J. D'Oyly, 19th Inf., 34; 2. Lieut. Capt. Williams, 2nd R. W. K., 31; 3. J. Wodehouse, Hk. Volunteers, 32; 4. Sgt. C. W. Mitchell, 2nd R. W. K., 31; 5. Lieut. C. W. Mitchell, 2nd R. W. K., 31. Best scores in Rifle Championship—200 yards range. 1. Maj. Chitty 31; 2. Capt. Kison 31; 3. Sgt. R. Lapsley, 30; 4. M. A. Mackenzie, H.K.V.R.A., 30; 5. Capt. J. D'Oyly 30. 500 yards range. 1. Capt. J. D'Oyly, 19th Inf.; 2. A. E. Rogers, H.K. Vol. Corps, 32; 3. V. Sorby, H.K. Vol. Corps, 32; 4. Sgt. J. Bloy, A.S.C., 31; 5. Sgt. R. Lapsley, H.K. Vol. Corps, 31.

Mrs. Hatton has kindly consented to present the prizes won at the Rifle Meeting at 2.45 p.m., to-morrow, on the New Parade Ground.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

RUSSO-CHINESE TREATY.

SECRET CONFERENCE AT TIENTSIN.

URGENT QUESTIONS AT STALE.

[From Our Own Correspondent.]

Shanghai, 26th March, 2.30 p.m.

A secret conference between Russian and Chinese officials is being held at Tientsin.

It is surmised that the negotiations have reference to urgent questions arising in connection with the proposed Russo-Chinese Treaty.

BLUEJACKETS ENTERTAINED.

UNOFFICIAL DINNER TO BRITISH AND JAPANESE TARS.

The dinner by the Unofficial Entertainment Committee was given this afternoon in the City Hall, the guests being 200 British and 200 Japanese Bluejackets, when a right good time was enjoyed. Pressure on our space forbids our giving a detailed account; but certainly the committee, whose names we published on Friday, may congratulate themselves on the pronounced success of the function. His Excellency the Governor, Sir Matthew Nathan, arrived at 2 p.m. and after inspecting the tables addressed a very felicitous speech to the diners, which Mr. Noma, Consul for Japan, translated for the benefit of the Japanese. At half past two the men fell in and marched to the Star Ferry Wharf, that company having placed several ferries at their disposal, to convey them to Kowloon where they were to witness the Baluchis' sports.

The thanks of the committee are tendered to the officers of H.M.S. *Tamar*, Captain Muller, Lieut. Smith, and Captain Marchant, for their valuable voluntary assistance.

JAPANESE GARDEN PARTY.

AN INTERESTING SIGHT.

Had it not been for the disappointing inclemency of the weather which prevailed yesterday, the grounds of Sir Paul Chater's Bungalow, which he had very kindly placed at the disposal of the leading members of the Japanese community for the purpose of holding a garden party, in the Japanese style, in honour of Admiral Shimamura, and the officers and men of the fleet of that nation, now visiting this Colony, must, indeed, indeed, indeed, have presented a very gay and brilliant spectacle, both unique and attractive. As it was the misty weather, the low-lying heavy grey clouds, and the drizzling rain had the effect of depressing the spirits of the spectators, and detracting from the picturesque appearance the grounds would otherwise have worn. A considerable quantity of flags and bunting had been requisitioned, and this was set floating to the best advantage, while the sides of the grounds were lined with very neat and well got-up little houses, in which Japanese ladies and gentlemen served refreshments daintily.

Prominent among the hosts and hostesses were Consul M. and Mrs. Noma, Mr. and Mrs. Takamichi, Mr. and Mrs. Minami, Mr. and Mrs. Mihara, Mr. and Mrs. Arima, Mr. and Mrs. Shiganaga, and other well-known leading members of the Japanese community. Soon after noon one hundred and forty Japanese cadets arrived on the ground, where they were welcomed by Mr. Noma, with whom were Admiral Shimamura and suite, and in addressing the guests and welcoming them, he briefly reviewed the prominent features of the late war, dwelling in eulogistic terms on the brave and heroic acts of those under the command of Admiral Togo, Admiral Shimamura and other prominent and brave officers, and tendered Admiral Shimamura, his officers and men the most cordial welcome and the best wishes of the Japanese community in this Colony, to which the Admiral made a brief, but much applauded reply. A programme of various Japanese sports was there gone through which caused as much amusement to the spectators, almost as to the participants in the diverse events themselves, the winners being applauded with true Japanese heartiness and good nature.

The last event, which was a three-legged race, run to the accompaniment of a fusillade of Japanese fire-crackers, having been disposed of, Mrs. Noma graciously presented the prizes to the successful competitors. A purely characteristic feature of this entertainment brought the proceedings to a close, and that was the lining up of the officers and cadets, with a number of local Japanese residents, who then marched round the grounds singing one of the best patriotic songs of Japan "Kumuri Mo Mitsu," a war song woven around the late Japo-Chinese war, and this song ended, they halted in line and then, upon the word of command, "dismissed," Captain Okumura, of the *Matsushima*, addressed a few words of thanks to the hosts and hostesses of the evening, called for *bansais*, for them, and more *bansais* for their European and Japanese entertainers in this Colony, in return for which Mr. Noma called for a like salvo for the gallant Admiral, his officers and men, which was given lustily, and the party dissolved.

SHIPPING AND MAILS.

MAILS DUE.
German (*Bayern*) 26th inst.
Canadian (*Athenian*) 27th inst.
Australian (*Empire*) 29th inst.
American (*Florida*) 31st inst.
French (*Ernest Simons*) 2nd prox.
Indian (*Nansang*) 3rd prox.
Australian (*Taiyang*) 6th prox.
Canadian (*Empress of India*) 10th prox.

The s.s. *Lothian* arrived at Boston on 21st inst.
The Russian Volunteer Fleet s.s. *Tambou* left Nagasaki on 23rd inst., and may be expected here on 28th inst.
The Imperial German Mail s.s. *Bayern* left Shanghai on 24th inst., at 11 a.m., and may be expected here on 26th inst., at night.
The M. M. Co.'s s.s. *Ernest Simons*, with the next French Mail, left Singapore on 26th inst., at 3 p.m., for this port via Saigon.
The H. A. L. s.s. *C. Ford*, *Lothian* from Hamburg left Singapore for our port on 24th inst., a.m., and may be expected here on 30th inst.
The O. S. Co. & C. M. S. N. Co.'s s.s. *Taiwan* from Pacific left Shanghai on Saturday afternoon for this port, and may be expected here to-morrow morning.

TELEGRAMS.

[Reuter's.]

Germany and Russia.

London, 23rd March.

The Berlin press is angry at Count Lamsdorff's telegram to the Russian delegates at Algiers, and accuse Russia of duplicity and ingratitude.

The United States Immigration Laws.

President Roosevelt, replying to a labour deputatation demanding more stringent immigration laws, defended the measures for relaxing the regulations for the entry of Chinese to the United States.

The Chinese Commission.

Mr. Tsai-tsa, of the Imperial Chinese mission, has arrived in London.

Later.

Egypt, Turkey and Great Britain.

The Porte insists that Tabah is an integral part of the Turkish Empire belonging to the district of Akabah, and the Turkish military authorities are erecting posts to demarcate the boundary of the Sinai peninsula.

Great Britain is unable to accept the Turkish view, and hopes that the Porte will reconsider its position.

In the meanwhile the cruiser *Diana* remains in the vicinity.

Bagging in the British Army.

Mr. Haldane has ordered an inquiry into the bagging of Lieutenant Clarke Kennedy, of the Guards, at Aldershot, who has had to flee to London with his nerves shattered.

Germany and the Morocco Conference.

24th March.

Dissatisfaction is expressed by the German press at the conduct of the German case at the Algiers Conference, and is growing greater.

Prince von Buelow's position is seriously discussed, and it is believed that the Government will make Count Lamsdorff's letter an occasion for retiring from an untenable position.

The Insurance Scandals in the United States.

A New York judge has ruled that insurance officials are guilty of larceny in contributing to political campaign funds.

MONEY DEPOSITED.

ACTION IN COURT.

In Summary Jurisdiction this morning, His Honour Mr. A. G. W. Paine, Judge presiding, Kwong Hoi Lau, trader, of No. 473 Queen's Road, West, sued Leung Kam Kwong, trader of No. 121 Des Voeux Road, Central, for the recovery of the sum of \$370, being the amount of money deposited by plaintiff with defendant and not returned.

Mr. P. Gardner, of Mr. O. D. Thomson's office, appeared for the claimant, and Mr. F. d'Almeida e Castro represented the defendant. Li Chung Ye said he was the managing partner of the Kwong Hoi Lau firm, of 473 Queen's Road, West. He knew Yuen Tsz King. Witness entered into negotiations with Yuen Tsz King for the transfer by sale of the Kwong Hoi Lau business to witness for \$7,000. Witness paid \$300 on account, and a date was arranged for payment of the balance, but on that date Yuen Tsz King was ill, and so he later called at his house and paid the balance of \$1,400. After completing the transaction Yuen Tsz King said he could come in at any time he liked and take possession of the shop. Witness had some carpentering work done, and two new signboards painted and hoisted, amounting to European refreshments were also ordered. He paid \$300 for these alterations. After the transaction was completed he took in new partners in the business, and their names and the amounts they paid for their shares were entered in the 'book produced. Then hearing that he was taking in new partners Yuen Tsz King came to him and asked for a \$1,000 share in the business, and it was given him. When the transaction was completed witness was informed that there were \$60 worth of debts outstanding, but he had only been able to recover the amount of \$5.

Cross-examined by Mr. d'Almeida e Castro witness said the business was suspended, but the business was only suspended during some repairs to the kitchen. Subsequently an action was brought against the partners and certain money was paid into Court in settlement of execution. A notice was sent to the partners saying that the debt had been settled and attended to by the old partner.

His Honour: What does that mean? Witness: Li Hong Chau said he had settled the matter.

His Honour: But in your affidavit on the application to get the money out you simply say that the firm is a new one; you don't say anything about settlement. How is that? Witness: I relied on the word of another man.

His Honour: When did you change the name of the firm?

On the 29th December.

His Honour: But here are two bills made out against the old firm, both of which you admit you paid. How came you to pay bills of an old firm? The point is as to whether he led his customers to believe it was an old firm, or that a new firm had started, for he maintained the old sign in place after suspending new signs alongside.

Re-examined by Mr. Gardner witness said that the notice was put into the papers, because he was told that the matter was settled.

His Honour: When was that? On the 13th February.

His Honour: And yet eight days after he signed an affidavit that he knows nothing about that debt. How does he reconcile those two contradictory statements?

Well, I omitted to mention the matter to my solicitors.

His Honour: I don't think this man knows anything about the matter. The business appears to have been carried on by the old partners, without his attending to it.

Leung Kam Kwong, plaintiff in the first suit, said he obtained execution against the Kwong Hoi Lau firm. He knew nothing about any advertisement in the paper about the change of partnership. Witness produced his books and the monthly transactions between plaintiff and the Kwong Hoi Lau firm, in goods sold and money lent by plaintiff to the defendant, were gone into.

After hearing further arguments, His Honour ordered the money in Court to be paid out to the execution creditor, and the costs arising out of and incidental to this suit to be paid by the claimant.

A TRIP TO CHINA IN THE GERMAN MAIL.

PLEASURES ON THE ROUTE.

The following interesting description of a voyage from Southampton to Hongkong and Shanghai is the substance of a series of letters sent to England by a second class passenger on each port was touched at by the N. D. L. Imperial German mail steamer *Prinz Eitel Friedrich*, which arrived in port this afternoon.

The Imperial German mail *Prinz Eitel Friedrich* being postponed at the last day in leaving Bremen and it being too late to notify the large number of British passengers except by wire, telegrams were quickly sent all over England informing some hundred and fifty passengers of all classes that the special train would not leave Waterloo as arranged but at a later hour and arrangements would be made for their being put up at the various hotels at Southampton entirely at the Company's expense, the same as if they were actually on board the mail boat.

After a pleasant evening at Radley's Hotel (barely 50 yards from the station at Southampton) and meeting several old China hands both here and at the South Western, we left in the 8 a.m. boat train for the Docks and by 9.30 a.m. all baggage being on board crowded with passengers about the mail tender which let go from the wharf and put out into Southampton Harbour just as the N. D. L. steamer *Deutschland* with her four large funnels was making fast to the wharf which berth had our mail steamer not been delayed a day, we should have occupied and have been saved the very cold trip out into the harbour in the tender.

At noon the last good-byes having been said, the *Prinz Eitel Friedrich* Imperial Mail steamer of over 8,000 tons register began to move on the long voyage of over 12,000 miles to the Far East (February 21st, 1906).

ACCIDENT AT GIBRALTAR.

Passing the Needles and having discharged the pilot the magnificent pair of engines were opened out to 15 knots and the course set for Gibraltar, 1,172 miles distant. Cape Ushant the first edge, so to speak of the world-renowned Bay of Biscay, was passed at 11 p.m. the same night and after rather a rough passage Gibraltar was sighted early on the afternoon of February 24th. As the mail steamer was entering the harbour the small sailing vessel bringing out the pilot was caught by a sudden gust and (the sheet being foul) capsized, some 8 men being thrown into the sea, which luckily at the time was fairly smooth. A lifeboat, having been sent to the rescue and all concerned picked up, the steamer after a short detention anchored outside the inner harbour mole off Gibraltar and was shortly afterwards boarded by the usual naval authorities and the necessary pratique granted.

After a few hours' stay in order to enable the mails and passengers to be landed and shipped from the mail tender, the anchor was raised and the course set for Genoa—a distance of 850 miles, which port was reached on February 28th at 11.30 a.m., the steamer making fast to the central wharf on the opposite side of the wharf to the Mail Sir *Humburg* of the same company's New York line. On this vessel's departure at noon her berth was taken by the N. D. L. s.s. *Roon* just arrived from Japan and China. Having several hours to wait here for the London overland passengers, many already on board awaited themselves of the opportunity afforded of visiting the city of Genoa. Of all Italian cities, Genoa is the most neat and most beautiful. No one should pass Genoa on a mail steamer without seeing the famous Van Dyckes, the Campo Santo—by far the most costly and magnificent in the whole world, many of the tombs and monuments costing tens of thousands of francs. Garibaldi was not exactly a Genoese as he was born at Nice, but his father and family were natives of Genoa. Noon on Feb. 28th saw the mail steamer picking her way carefully out of the semi-circular harbour, which although only 4 miles long is always crowded with shipping. The course was now set for Naples distant only 335 miles which beautiful city was anchored off at 10.30 a.m. on March 1st.

Here the mails will arrive from Berlin and while waiting for same the passengers gladly avail themselves of the chance of visiting another beautiful city, over shadowed by Vesuvius.

There is a great deal to be seen in Naples; even in a week so very little can be seen that comparatively little can be seen in a day. Some passengers at once set off by train to Pompeii—others to visit the observatory, Botanic Gardens, Zoo, Aquarium, the finest in the world, the ancient tunnel of Posilipo, and near it the traditional tomb of Virgil.

A beautiful drive is taken by another large party in several carriages to the summit of the hill with St. Elmo crowning the height and San Martino, formerly a palace now a museum, close under it. In the museum will be found priceless treasures from Herculaneum and Pompeii. But time is up; the mails are going off in hundreds of sacks, the passengers from Pompeii are racing down to the wharf to catch the mail tender and we shall soon be away for the Canal and China.

As midnight booms out from the ancient clock towers of Naples, and Vesuvius is seen in blood red lines of fire, *Prinz Eitel Friedrich* slips her buoys and steams out of Naples, directing her course to Port Said, a distance of 1,100 miles. The weather has changed into the beautiful yachting Mediterranean climate with a silver sea and hardly a ripple on the water; a cool breeze, at times chilly, blows over the surface affording all on board—nearly 1,000 souls—the opportunity of coming on deck and participating in the many games and pastimes so popular on all mail steamers and especially on the German mail boats.

PORT SAID.

Port Said (named after Said Pasha, Viceroy of Egypt who died in 1863) was reached at 6.30 a.m. on March 5th and after coaling the Canal was entered at 11 a.m. the same day. There is not much to be seen at Port Said, as the town though slightly improved of late has little interest in it apart from the Canal. Its inhabitants are about 40,000. In a few hours Suez is reached and in this case the mail steamer arrived at Suez—a distance of 87 miles—at 9 a.m. on March 6th, having had to anchor several hours in the Bitter Lakes for a temporary detention ahead.

Again the most perfect sea and weather led to our lot the whole of the way down the Red Sea to Aden, a distance of 1,308 miles; there was a beautiful clear bright sunshine and smooth sea.

Aden was reached at 11.30 p.m. on March 6th the mail steamer anchoring off for a few hours in the outer harbour to allow the very large quantity of Indian and goat mules to be sent on shore by a steam tender, which shortly made its appearance accompanied by the usual shoal of bigger divers and ostrich feather sellers (none of whom however was allowed on board). No passengers landed here and at

3.15 a.m. on March 1st the course—the longest of all our departure runs—was set for Colombo distant 2,093 miles—quite a voyage in the old days of sailing ships, but a mere week's run or less to a German racer. During this long run I will take the opportunity of describing briefly the points to be noticed in this floating greyhound.

THE "PRINZ EITEL FRIEDRICH."

Over 500 ft. long and 55 ft. beam the N. D. Lloyd Imperial German Mail steamer *Prinz Eitel Friedrich*—while by no means as large as the *Princess Alice* and several others on the China route—is one of the most popular steamers trading to the Far East and without any exception has the finest and most sumptuously fitted 2nd class of any vessel on the Eastern run, while the magnificent saloons of the 1st class and the 150 berths are in the *Prinz Eitel Friedrich* fit without any preparation whatever for Royalty. The promenade deck of the 2nd class passengers—over 150 feet long and over 50 feet wide—not to mention the upper poop and boat deck has no equal even on the 1st class promenade of this splendid mail steamer, as the engine space takes away from the central portion of the 1st class deck and the lofty 1st saloon skylight the other central deck. Some idea of the beauty of the 1st class saloon may be imagined when it is stated that the large central domed skylight passes right up to some distance above the highest part of the captain's bridge deck house, ending even at that altitude in a steel dome with plate glass lights. The large dances, fancy dress balls, sports and other entertainments are given on the 2nd class promenade deck of the *Prinz Eitel Friedrich*; as with the first-class on this German greyhound so with the second-class.

Space does not allow for anything approaching a correct detailed description of the second class saloons (there are three) not counting the handsomely fitted smoking saloon, which alone is as large as many small coasting steamers' main saloons, but the following brief description may be of interest to those who hope to get it to travel by this complete and superbly fitted mail steamer.

The main saloon of the second class is situated on the main deck and runs entirely across the steamer from side to side, a distance of some 55 ft. with a corresponding and proportionate length. There are no obstructions whatever—with the exception of eight small graceful steel pillars in the centre of the saloon, and so tastefully are these concealed that they are hardly noticeable under handsome carving and leather work. Overhead the ceiling deck is painted a snow white, and in the centre of the saloon is a handsome stained glass skylight running up to the upper promenade deck. There are six huge electric fans, the spread of the blades being 6 feet; thirty electric lamps at intervals form the illuminating power of the saloon, on either side six—twelve in all—large ports afford ample ventilation; the entire 'W' panelling, sideboards, chairs, piano and all woodwork are of polished maple and oak, with richly carved headings, corners and bottoms to all panels; the three sets of double doors are fitted with stained glass panels and electro plate fittings.

There are three long tables and six shorter ones, revolving seats for 100 passengers, handsomely stuffed velvet sofa seats under the ports, and thick carpet runners on the deck; carved sideboards and rich tablecloths complete this saloon, and when no less than two separate dinners have to be given, one at 6 p.m. and one at 7.30 p.m. during part of the voyage some idea may be formed of the number of 2nd class travellers on the German mail steamers. The cabins, nurseries, ladies' saloon, bathrooms, lavatories, etc., etc., are all on the same scale of completeness and splendour and few, if any, of the 1st class cabins of mail steamers to the East even approach the comfort and completeness of the 2nd class on the German mail. A few special features, however, should be noticed. The electric fans fitted to all and every 2nd class cabin revolves for the entire voyage. The baggage room is open daily to all. The splendidly equipped laundry enables four hundred 1st, 2nd and 3rd class passengers to have their dirty linen returned every week clean, excellently got up, and at a very moderate rate per piece. There are also a hairdresser's saloon, and a printing office, and among other features are the band and beyond all the cuisine and commissariat department.

While there are, as is only natural, several German dishes in order at every meal, the number of courses ready to order at breakfast, lunch and late dinner is simply legion and fully 75 per cent. of all dishes at every meal are served with the same care and skill as they would be in a first class London hotel; the puddings and ices of the second class at the 6 p.m. dinner have on this voyage especially been a constant delight to all the passengers.

The cost of the *Prinz Eitel Friedrich* was \$1 million marks or approximately £270,000. The costs required for a round trip to Japan and back to Germany total about 10,000 tons. Her consumption at 15 knots is about 130 tons; the daily meals for 1,000 passengers, 300,000 marks and her crew numbers some 350 in all including some 60 Chinese firemen and other units. Under easy steaming this magnificent vessel covers the distance of 360 to 380 or 390 miles per 24 hours, and on the present occasion will without any severe exertion land her passengers and mails in Shanghai on Friday, March 30th, three clear days ahead of contract schedule time (April 2nd).

SPORTS ON BOARD.

On this present voyage during the long run between Aden and Colombo opportunity was taken of the glassy surface of the sea to hold amongst the large number of 1st and 2nd class passengers, in true nautical style sea sports followed in the evening by a grand fancy dress ball and the whole vessel from end to end was turned into fairy land. We had left the shores of Aden far behind us. Both in the 1st and 2nd saloons the guests were invited to appear at dinner in their ball costumes and I will now hand over the pen to my lady friends who have undertaken to supply the description of the dresses and the names of the various lords, ladies, monks, milkmaids, &c., &c. composing this never-to-be-forgotten ball.

FANCY DRESS BALL.

About 9 o'clock music was heard; the ship's band gaily attired as clowns heralded a long procession. It was headed by Captain Malchow escorted Mary Queen of Scots whose pale silk dress and ropes of pearls recalled the gaieties of Hollywood, not the sorrows of captivity—this lady was awarded first prize; so many couples followed in the lengthening chain that would round the ship's deck from stem to stern that we can only describe those whose costumes drew forth general applause. Amongst these stalked a swarthy Moor whose kaftan and jellab were contrived of pillowcase and sheets (as set forth by a placard on his back); a cabin Bedouinater gained him the 1st prize given by the ladies. Next a gallant Jack Tar in white and blue gained the 2nd prize. Another 1st prize was won by a charming "Bo Peep" looking like a dainty China shepherdess in white silk wattle pannels and flowered hat and hood—she shared acclamations with Madame de Pompadour, whose charming old world French grey dress was unalloyed by rouge and powdered hair and patches that easily won a second prize. Few would have recognised a European lady in the

disguise of a walnut stained complexion and the scanty skirts of Malloy, the judges awarded her a prize for originality. A small English girl dressed as a Daimo's daughter was applauded by a group of Japanese who declared her costume carried out to perfection—she was awarded third prize. A pity that more prizes were not to spare; for, in the opinion of many, other pretty dresses and wearers ran the prize winners close, amongst these a Kate Kearny with true Irish eyes to match her skirts (taught up ready for a jig was a jewel of a girl in the opinion of every brother of a boy. All Texas seemed to have provided cow boys and broncho busters. One clown was unique with rucks for buttons on the traditional domino, and his dancing was worthy of Hengler's Circus. One gentleman carried out "Black and White" to such perfection that even in the parting of his hair the colours contrasted with most exact nicety. A Neapolitan Singer twanged his mandolin, Miss Muffet sported her spider, an Irishman capered as if on Donnybrook Fair and a Microbe was concealed in black satin and mask from the investigations of a Microscope. A Polo-player kept the ball going, but whether he won his goal or not is open to doubt as he was reported late in the small hours bidding an affectionate good-night to one of his sisters. A Tiny Elephant, finding no one of his size to play with, fetched up in the ladies saloon and trumpeted his approbation of solitude until the morning. A tall Tribby might have rivalled Dorothea Baird and a Topsy, a Gypsy with her cards from Granada, and a Spanish lady in yellow satin and black mantilla might have come straight from Madrid. An enormous Baby Baa lamb and bottle caused much amusement, also the *Daily Mail* whose suit was very much the worse for wear and tear by the end of the evening. During the evening a number of passengers were grouped on the 2nd class deck representing Germany; the effect was most artistic and much appreciated by all the guests. A more pleasant, happy and enjoyable yachting trip the whole voyage of over 12,000 miles, thanks to Captain Malchow (and all his ship's company) it would be quite impossible to have, and we all part with feelings of sincere regret having to say good-bye to the *Prinz Eitel Friedrich*.

The following was one of our sports programmes:

- 1—Swing the Monkey. Two Prizes.
- 2—Cutting Contest. One Prize.
- 3—The Yacht Race. One Prize.
- 4—Potato Race. Two Prizes.
- 5—The Drawing. One Prize.
- 6—The Race. One Prize.
- 7—Thread the Needle. One Prize.
- 8—Three-legged Race. One Prize.
- 9—Beer and Cigarettes Race. One Prize.
- 10—Back Race. One Prize.
- 11—Ladies Driving Race. One Prize.

CHINO ELEPHANTA.

JUVENILE STREET ACROBATS.

A LOCAL NUISANCE.

A correspondent writes:—Hongkong has no end of "public nuisances." There is one, however, which has so far escaped the eyes of the police. This nuisance, which consists of little ragamuffins belonging to the sampan fraternity throwing somersaults at the side of one's ricksha, and yelling "cumsha, massa," has lately come into vogue, and seems to increase when Jack is ashore. Not content with carrying on their acrobatic feats at the eastern end of the city, the little urchins have lately taken to following vehicles into town, returning eastwards in the same way. The other afternoon one of these urchins provoked some merriment. Some alleged acrobats were performing their tricks before a few French sailors who were travelling eastwards. Coming in their direction was a mercantile marine man. His thoughts were perhaps of home, for he was gazing intently at the ground. The little acrobat, who was at the side of the first ricksha, saw the French sailor's hand feeling for his pocket. In doubt whether the cumsha was forthcoming the arab gave a screech not looking at what was ahead and attempted an extra high somersault. Instead of the somersault being completely turned, it came to a sudden stop in mid-air, for he had collided with the big merchant shipping man. The "acrobat" did not wait to apologise but, leaving cumsha behind, he disappeared. Another instance occurred at Causeway Bay. Some boys hung on to a sailor's ricksha and shrieked for cumsha. The ten-cent piece was not forthcoming, and it took the ricksha coolie some time to clear them away with the flat of his foot, to the sailors' great delight. They not only pester the sailors and tourists, but when the former are not to be found, Hongkong residents become the victims. It behooves the police to clear these street arabs off the street. They can perform their tricks to their heart's content on board sampans, when alongside ship, but when they take to making the public roads a gymnasium and blocking traffic, that is another question.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2 0/11/16
Do. demand	2 0/11/16
Do. 4 months' sight	2 0/11/16
France—Bank T.T.	2 5/8
America—Bank T.T.	49 1/2
Germany—Bank T.T.	2 10
India T.T.	153 1/2
Do. demand	154
Do. 4 months' sight	154 1/2
Singapore T.T.	14 1/2 prem.
Japan—Bank T.T.	100 1/2
Yan—Bank T.T.	123 1/2

Buying.

4 months' sight L/C.	2 1/2
6 months' sight L/C.	2 1/2
3 months' sight San Francisco & New York	50 1/2
6 months' sight	51 1/2
10 days' sight Sydney and Melbourne	51 1/2
4 months' sight France	2 1/2
6 months' sight	2 1/2
4 months' sight Germany	2 1/2
Bar Silver	39 3/16
Gold of England rate	4 1/2
Sovereign	2 7/8

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	@ 990/1,000
Old	@ 1,030/1,050
Older	@ 1,070/1,090
Per chest	
Panna New	@ 920
Old	@ 920
Beas New	@ 860
Old	@ 850
Pianers (Paper)	@ —

The approaching marriage of an English princess to the King of Spain is likely to have its effect on English fashions. Already the mantilla, which, worn by a graceful woman, is such an aid to beauty, promises to be freely adopted in London, and some charming creations in black lace are just now being shown in some of the West-end shops.

To-day's Advertisements.

C. U. S. R. A.

THE PRIZE GIVING OF THE C. U. S. R. A. will take place at 2.45 P.M. TO-MORROW, and not at 4.30 P.M. as previously announced. By kind permission of Lt. Col. Fittion, D.S.O., and Officer, the Band of the 2nd W. Kent Regiment will play selections. All Ladies and Gentlemen who are interested in the Association are invited to attend. H. J. KELSALL, Major, R.A., Hon. Sec., C. U. S. R. A. Hongkong, 26th March, 1906. [387]

THE MERCANTILE BANK OF INDIA, LIMITED.

NOTICE.

I HAVE this day given over charge of this Branch to Mr. E. ORMISTON. By Order of the Board of Directors, A. R. LINTON, Acting Manager. Hongkong, 26th March, 1906. [388]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship

"PRINZ EITEL FRIEDRICH" Captain Malchow, will leave for the above places, TO-MORROW, the 27th instant, at 11 A.M. For further Particulars, apply to NORDEUTSCHER LLOYD, MELCHERS & Co., Agents. Hongkong, 26th March, 1906. [2]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH," having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined MONDAY, 2nd April, at 9.30 A.M. All Claims must reach us before the 7th April, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents. Hongkong, 26th March, 1906. [2]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

WEDNESDAY, the 28th March, 1906, at 11 A.M., at the Offices of the Union Insurance Society of Canton, Ltd., 3rd Floor of No. 2, Queen's Buildings, Praya Central, SUNDRY OFFICE FURNITURE, comprising—

DESKS, TABLES, BOOK CASES, CHAIRS, MAPS, CLOCKS, BOXES, COPYING PRESSES, IRON SAFE, &c., &c.;

ALSO TYPEWRITERS as follows:—One Old Pattern Remington, One New Up-to-date Remington, One almost New Underwood, One William's hardly used, One Camera. Catalogues will be issued.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 26th March, 1906. [390]

PUBLIC AUCTION.

THE Undersigned have received instructions from J. WHEELEY, Esq., to sell by PUBLIC AUCTION, ON

THURSDAY, the 29th March, 1906, at 2.30 P.M., within his residence, "Edenhall," Lytleton Road, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED, comprising—

TEAKWOOD HATSTAND with GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, DINNER WAGONS with BEVELLED GLASS, TEAKWOOD OVERMANTELS, CHIPPENDALE CHAIRS, TEAKWOOD WARDROBES with BEVELLED GLASS, CHEST-OF-DRAWERS, Double and Single IRON BEDSTIFFS with WIRE and HAIR MATTRESSES, SHANGHAI BATHS, COOKING STOVE and UTENSILS, &c., &c., &c. On view on Wednesday, the 28th instant, at 10.30 A.M. Catalogues will be issued.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 26th March, 1906. [378]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION, ON

SATURDAY AND MONDAY, the 31st March and 2nd April, 1906, commencing each day at 2.30 P.M., A FINE COLLECTION OF JAPANESE ART CURIOS AND EMBROIDERIES.

TERMS:—As customary. GEO. P. LAMMERT, Auctioneer. Hongkong, 26th March, 1906. [389]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA. THE Company's Steamship

"ERNEST SIMONS" Captain Bourbon, will be despatched as above, on or about MONDAY, the 2nd April. For Freight or Passage, apply to "G. DE CHAMPEAUX," Agent.

Hongkong, 26th March, 1906. [11]

Intimations.

THE ROBINSON PIANO CO., LD.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAV
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"BELLEROPHON"	4th April.
GLASGOW and LIVERPOOL	"CALCHAS"	11th "
GLASGOW and LIVERPOOL	"MOYUNE"	14th "
GLASGOW and LIVERPOOL	"TEUCER"	14th "
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"HECTOR"	21st "
GLASGOW and LIVERPOOL	"JASON"	28th "
GLASGOW and LIVERPOOL	"DEUCALION"	5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	12th "
GLASGOW and LIVERPOOL	"HYSON"	12th "

HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	27th March.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	10th April.
* GENOA, MARSEILLES & L'POOL	"MACHAON"	20th "
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	24th "
AMSTERDAM, LONDON & ANTWERP	"BELLEROPHON"	3th May.
* GENOA, MARSEILLES & L'POOL	"HECTOR"	20th "
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TEUCER"	18th April.
	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	27th March.
	"NINGCHOW"	25th April.
	"YANGTSE"	25th May.

The S.S. "Telemachus" left Shanghai on Saturday afternoon, and may be expected here
to-morrow morning.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th March, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	27th March.
SHANGHAI	"KIUKIANG"	28th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE.	"CHANGSHA"	28th "
SHANGHAI	"YUENAN"	29th "
NINGPO and SHANGHAI	"YUNNAN"	30th "
TIENSIN	"KWEICHOW"	30th "
CEBU and ILOILO	"KATONG"	31st "
CEBU and ILOILO	"SUINGKIANG"	4th April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th March, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 31st March, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 7th April, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd March, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong 24th May, 1895.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 20th September, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.A.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents, Return, 50 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the boiler cleaning, due notice will be given
by the Captain and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.S.M. WANG Co.
Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
------	---------

"KWONG CHOW" 1,300 T. R. MEAD.

"KWONG TUNG" 1,350 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA LAISANG		TUESDAY, 27th March, 3 P.M.
SHANGHAI	HINSANG	WEDNESDAY, 28th March, 3 P.M.
SHANGHAI	KWONGSING	THURSDAY, 29th March, 3 P.M.
TIENSIN VIA SWATOW	CHEONGSHING	THURSDAY, 29th March, 3 P.M.
S'GAPORE, PENANG & CALCUTTA FOOKSANG		FRIDAY, 30th March, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 26th March, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"NUMANTIA"	4,370	Feldtmann	April 8th.
"ARABIA"	4,483	Metzenhain	
"ARAGONIA"	5,198	Ernst	
"NICOMEDIA"	4,370	Wagemann	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo:—
From London, &c.
From Italy.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 26th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns.
E. A. HEWETT,
Superintendent.

Hongkong, 20th March, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. Victoria.
From Persian Gulf, &c., ex R. I. S. N. and
R. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 26th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns.
E. A. HEWETT,
Superintendent.

Hongkong, 21st March, 1906.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

"NECKAR,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 8 A.M.,
TO-MORROW.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after WEDNESDAY, the 28th
instant, will be subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, 28th instant, at
2.30 P.M.All Claims must reach us before the 2nd of
April, or they will not be recognized.No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 22nd March, 1906.

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA,"
FROM PORTLAND (OR), YOKOHAMA,
KOBE AND MOJI.THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersignature
and to take immediate delivery of their
goods from alongside.Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.S. SILVERSTONE,
Acting General Agent.

Hongkong, 20th March, 1906.

FROM HAMBURG, BREMEN, ANTWERP,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SEGOVIA,"
Captain Schönfeldt, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored
at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 29th March, 1906, will be
subject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 29th March, 1906, at 3 P.M.No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd March, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS,"
FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 27th instant, will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
31st instant, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 27th instant, at Noon.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th March, 1906.

S.S. "ARVAND BEHC." COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex S.S. Bagdad, and from Havre
ex S.S. Bagdad, and from Bordeaux ex S.S.
Ville d'Arras, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables, are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 5 P.M., TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
the 26th March, at Noon, will be subject to
rent and landing charges.All Claims must be sent in to me on or before
the 26th March, or they will not be recog-
nized.All damaged packages will be examined on
TUESDAY, the 26th March, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 20th March, 1906.

Consignees.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZAIDA,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 12 o'clock Noon, the 24th instant,
will be landed at Consignees' risk and expense.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 23rd March, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS,—Telegraph, Hongkong.

THE leading English Newspaper in China.
Also widely circulated in Japan, Coochin
China, Ceylon, India and the Far East
generally.A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.Special attention given to effectively display-
ing advertisements.The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken,
PROGRAMMES.PAMPHLETS,
CARDS.CIRCULARS.
EXPERESSES.All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TONKIN,"
Captain J. Charbonnel, will be despatched for
MARSEILLES on TUESDAY, the 3rd
April, at 1 P.M.

This steamer connects at Colombo with the
Australian line s.s. *Ville de la Citadelle* bound for
Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *ARMAND BEHIC*, 17th April;
S.S. *ERNEST SIMONS*, 1st May;
S.S. *POLYNESIE*, 15th May;
S.S. *CALÉDONIEN*, 29th May;
S.S. *SALAZIE*, 12th June.

G. DE CHAMPEAUX,
Agent.
Hongkong, 21st March, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

The S.S. "OCEANA,"

Captain W. Hayward, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 7th
April, 1906, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Marmora*, 10,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, either Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Calédonien*,
due in London on the 10th May, 1906.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. H. HEWETT,
Superintendent.
Hongkong, 24th March, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Lyra 4,417 G. V. Williams 4th April
Shawmut 9,606 E. V. Roberts 28th April
Tramont 9,606 T. W. Garlick
Hyades 3,753 J. Alwen

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tramont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 15th March, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship. About
"SHIMOSA" 5th April.
"DEN OF KELLY" 17th "

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.
Hongkong, 16th March, 1906.

For Sale.

FOR SALE.

A BROWN WALTER (MARE) "KITTY,"
and a double set of Harness, complete,
in good order and condition. Also a Second-
hand VICTORIA for Single or Pair Horses.

Can be seen any day at Kennedy's Horse
Repository, Causeway Bay.

No reasonable offer refused.

Apply—
"A. B."
C/o Hongkong Telegraph.
Hongkong, 7th February, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OR

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	\$22.50
" * * * *	20.00
" * * * *	16.75
WHISKY, FINE MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 18th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN ON CURRENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$500,000 \$500,000 }	\$1,699,777	{ \$1 15/- div. and \$1 bonus @ ex. 2/09/16; =\$26.87 for 2nd half-year 1905 }	5 %	{ \$855 sellers (London) 1/8-1/4 \$40 buyers }
National Bank of China, Limited.....	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903		
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,895 }	\$211,540	\$20 for 1904	6 %	\$350 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$500,000 \$169,215 \$202,455 \$299,955 }	Nil.	\$4 1/2 for year ended 30.6.1905	5 %	190
Indo-China Insurance Company, Limited	10,000	£15	£5	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	Tls. 302,953	Final of 7/6 making 15/16 for 1904	5 1/2 %	Tls. 92 1/2
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$331,453 \$1,043,930 \$1,152,364 }	\$233,012	\$40 for 1904	5 %	\$795 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$750,000 \$50,000 \$5,890 }	\$426,284	\$12 and \$3 special dividend for 1903	7 1/2 %	\$180
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$229,488 \$5,816 }	\$344,818	\$6 for 1904	7 %	185 buyers
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	{ \$1,000,000 \$229,488 \$5,816 }	\$422,618	\$25 for 1904	7 1/2 %	\$300
SHIPPING.								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	{ \$6,000 \$261,638 \$58,941 }	\$6,563	\$1 1/2 for 1905	8 %	\$18 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$250,000 \$124,331 }	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$40 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	{ \$600,000 \$154,331 \$120,000 }	\$21,080	\$1 for second half-year 1905	8 1/2 %	\$24 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$2,000,000 \$241,150 \$3,999 }	£4,435	12/- @ 1/10 = \$6.20 for 1904	6 1/2 %	\$93 buyers
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	{ Tls. 40,000 Tls. 23,156 }	Tls. 23,156	{ Final Tls. 3 making Tls. 5 for 1905 Final Tls. 14 making Tls. 3 1/2 for 1905 }	8 1/2 % 7 %	{ Tls. 59 sellers Tls. 50 buyers }
Do. (Preferred)	100,000	£1	£1	{ \$400,000 \$4,414 \$4,414 }	£207,815	1/- (Coupon No. 6, for 1905	4 1/2 %	24 1/2
"Shell" Transport and Trading Company, Limited.....	10,000	\$10	\$5	{ \$200,000 \$24,257 \$4,000 }	\$949	{ \$1.80 \$0.90 } for year ending 30.6.1905	{ 5 1/2 % 4 % }	{ \$32 buyers \$23 sellers }
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$200,000 \$24,257 \$4,000 }	\$949			
Straits Steamship Company, Limited	1,000	\$100	\$100	{ \$2,000,000 \$21,075 \$130,153 }	\$21,231	\$10 for 1904	6 1/2 %	\$150
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 81,200 }	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	11 1/2 %	Tls. 35
REFINERIES.								
China Sugar Refining Company, Limited	70,000	\$100	\$100	{ \$850,000 \$450,000 \$36,129 }	\$40,914	Final of \$15 making \$25 for 1905	13 %	\$189 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$3 for 1897		\$35 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04		Tls. 70 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,011 }	£13,355	Final of 1/- (No. 5)		Tls. 10 sellers
Criminal Consolidated Mining Company, Limited	100,000	G \$10	G \$10	none	G \$99,050	Final of 50 cents making G \$1 for 1905		G \$16
Faeb Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 }	Dr. £8,745	No. 12 of 1/- = 48 cents		\$3
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited.....	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 %	Tls. 118 buyers
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22 1/2
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$500,000 \$51,160 \$20,000 }	\$20,040	Final of \$3 1/2 making \$6 for 1905	6 %	\$101
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500	\$362,231	\$6 for second half-year 1905	8 %	\$155 buyers
New Amoy Dock Company, Limited	10,000	\$64	\$64	{ \$88,000 Tls. 487,210 Tls. 59,860 }	\$2,221	\$1 for 1905	6 %	\$17 buyers
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 407,210 Tls. 59,860 Tls. 17,500 }	Tls. 16,711	Interim of Tls. 6 for 1905	4 1/2 %	Tls. 22 1/2 sales
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	8 %	Tls. 22 1/2 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year		Tls. 100
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$14,516 Tls. 34,000 Tls. 8,000 }	\$9,028	\$2 1/2 for year ended 30.6.1905	8 1/2 %	\$30
Astor House Hotel, Limited (Tientsin)	7,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 806	Interim of Tls. 5 for year 1905/6	8 %	Tls. 130 buyers
Central Stores, Limited	121	\$15	\$15	none	\$4,719	\$2.40 for 1905	15 %	\$16
Do. (Founders)	121	\$15	\$15	none	\$4,719	None		\$100
Do. (new issue)	24,000	\$15	\$15	none	\$4,719	7 % on \$2 1/2 for 1905		\$15 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$24,071 }	1619	\$5 for second half-year 1905	7 1/2 %	\$132 sellers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$250,000 Tls. 24,986 none }	\$67,839	Final of \$3 1/2 making \$7 for 1905	6 %	\$114 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 24,986	Tls. 7,202	Interim of Tls. 1	14 %	Tls. 17
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$208,386 \$50,000 }	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$208,386 \$50,000 }	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 %	\$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 909,593 Tls. 170,000 }	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 119 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 474	Final of Tls. 2 1/2 making Tls. 5 for 1905	11 1/2 %	Tls. 45
Tientsin Land Investment Company, Limited	7,725	Tls. 100	Tls. 100	Tls. 71,588	Tls. 385	Final of Tls. 5 making Tls. 8 for 1905	7 %	Tls. 114
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Final of \$1.50 making \$3.65 for 1905	7 %	\$53
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 65 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	115,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	6 %	\$14 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898		Tls. 61 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	12 %	Tls. 67 1/2
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	10 %	Tls. 350 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 %	\$100 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$314 £770 }	\$1,066	1/3 per share for 1904	9 %	\$7 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$8,000 £1,182 }	\$1,066	\$3 for 1904	8 1/2 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	10 %	\$7
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	12 %	Tls. 8 1/2
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None		\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000 \$25,000 }	\$1,581	\$1.10 for year ending 31.7.1905	7 1/2 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$15,000 \$40,000 }	\$2,864	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$30 sales
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$410,000 \$186,000 }	\$52,291	Final of \$1 1/4 making \$2 1/2 for year 22.05.	14 %	\$22
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000 \$2,151 }	\$2,151	{ \$1.00 50 cents } for year ending 30.4.1905	6 %	\$16 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,151	\$1 for year ending 30.1.1904	7 %	\$21 1/2 buyers
Hongkong High-Level Tramways Company, Ltd.	1,150	\$100	\$100	{ \$50,000 \$82,000 }	\$2,796	Final of \$15 making \$10 for 1905	8 %	\$23 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$30,000 \$61,813 }	\$2,776	\$9 for 1905	10 %	\$143
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$30,000 \$25,500 }	\$2,888	Final of 50 cents making \$1 for the year	10 %	\$10 sellers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$2,152	Interim of \$5 for 1905	9 %	\$145 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 528,210 Tls. 19,465 }	Tls. 35,849	{ Final interim of Tls. 7 1/2 paid 15.3.06 account 1906 }	10 %	Tls. 22 1/2 buyers
Mondon (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,678	Tls. 5 for 1903		Tls. 25
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None		\$9 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. \$16,455	None		\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 17,017	{ Tls. 3 1/2 final & Tls. 1 1/2 bonus making Tls. 8 for 1905 }	6 1/2 %	Tls. 130
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000 Tls. 8,000 }	Tls. 9,751	Tls. 6 for 1903	9 %	Tls. 67 1/2
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 45,000 Tls. 25,000 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 %	Tls. 152
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	9 %	Tls. 56 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000	Tls. 17,720	Interim of 15/- for 1905		Tls. 400 sales
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$5,068	First year		Tls. 200 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$25,000 \$25,000 }	\$1,134	None		\$20
Straits Ice Company, Limited	2,000	\$100	\$100	{ Tls. 11,205 Tls. 1,400 }	\$790	\$5 cents for year ended 31.10.1905	8 1/2 %	\$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 11,205 Tls. 1,400 }	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1905	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ \$90,000 \$25,000 }	\$551	{ 80 cents \$10.80 } for year ended 31.5.1905	9 %	\$9
Do. (Founders)	1,000	\$10	\$10	{ \$90,000 \$25,000 }	\$551	Interim of 50 cents for 1905	7 1/2 %	\$180
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$90,000 \$25,000 }	\$6,036	Final of 70 cents making \$1.20 for year 1904/05	11 %	\$11
William Powell, Limited	15,000	\$10	\$10	{ \$15,000 \$25,000 }	\$676	Final of 70 cents making \$1.20 for year 1904/05	11 %	\$11